

MOTORACING Awards Highlight Party



JAN. 23-30
1959

Vol. 4—No. 7 Culver City, Calif. Price 15c
CHEAP
(Published Bi-Weekly except last issue of calendar year)

ALL MOTORACING Photos



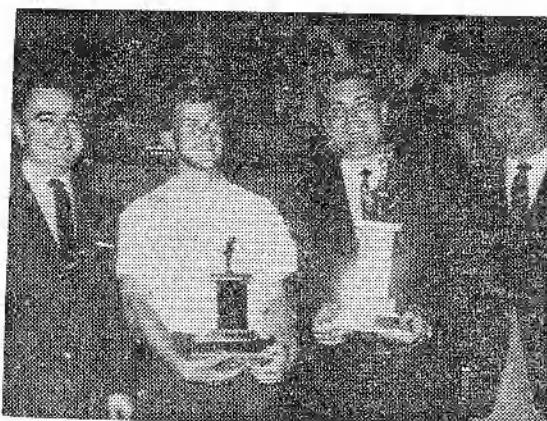
JOSIE MC LOUGHLIN receives Outstanding Performance trophy sponsored by Devin Enterprises. She is shown with car builder Bill Devin, and won 2 of 1958 MOTORACING Pacific Coast Standings awards at gala party held at Grand Prix restaurant.



MOD. OVER 2000cc — Dan Gurney accepting for Lance Reventlow, Scarab, 3rd; John von Neumann, Ferrari, 2nd; Richie Ginther Ferrari, 1st. Trophies were from Englebert tires (Josie McLoughlin).



WOMEN (Valvoline trophies) l-r — Barbara Windhorst, Morgan, 3rd; Josie McLoughlin, Ferrari, 1st; Betty Shutes, Porsche 2nd; Chuck Wheeler of Valvoline.



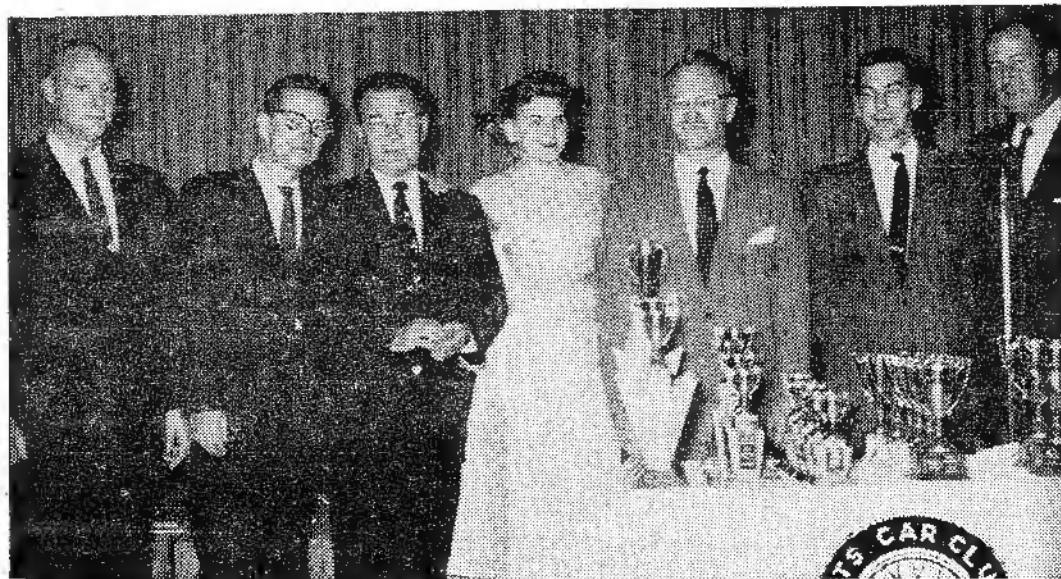
PROD. OVER 1500cc — Lew Spencer Morgan, 3rd; Ron Bucknum, Porsche, 2nd; Andy Porterfield, Corvette, 1st; Tommy McLoughlin, sponsor who presented Oilzum trophies.

Other Photos—Page 6



MOTORACING AWARD for Most Popular Driver is presented by June Vignolle of this publication to D. D. Michelmore.

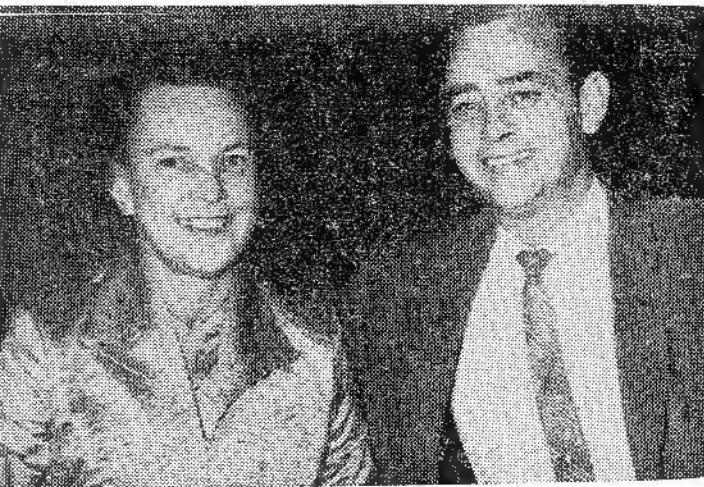
SCCA Installs 1959 Officers



1959 OFFICERS of LA SCCA were installed recently at Colonial House, No. Hollywood. Left to right: Art Evans, Jr., dir.; Jack Sullivan, treas.; Sam Caldwell, activities chm.; Vi Jones, secy.; James Van Trees, asst. reg. exec.; Charley Tillitson, '58 bd. member, and Lindley Bothwell, outgoing reg. exec. and now dir. at large. Gordon Crowder, new RE, was not on hand, being hospitalized after a racing accident. (MOTORACING Photos)



SCCA AWARDS — Regional Point Standings' Awards were made at annual dinner-dance. Left to right: Layne Shannon, Women's worker point winner; D. D. Michelmore, competition point winner, and Layne's husband, Mac, 1st among men workers.



AMONG TOP personages at SCCA party were Celia and Joe Bechtel, of Manhattan Beach, Calif. They won the 1st National Rally Championship staged in 1958 by SCCA throughout the US.



FOR OUTSTANDING job of service during the year, Jim Van Trees, who emceed the meet in absence of Gordon Crowder, presented trophy to Geri Fleming, 2nd from left, outgoing press and pubrel dir. Looking on are "Doc" Hildreth Hoppe, left; Sabrina Torres, wife of the noted starter, Al, and Bob Hoffman, editor of Regional Ramblings for '59.

MOTOR RACING

And Economy Car News

Vol. 4—No. 7—Culver City, Calif.

(Published Bi-Weekly except last issue of Calendar Year)

Jan 23-30

15c Cheap

Bigger Purse, More Races on USAC Agenda

BY JULES DELANCEY

MOTORACING Staff Correspondent

INDIANAPOLIS, Jan. 18—After the U. S. Auto Club (USAC) fired Duane Carter from his 3-year, \$18,000 a year job as director of competition yesterday, the group got down to business late today at its annual meeting to give the pro Road Racing division some thought.

Three RRD committees named are as follows: East—John Fitch, Rene Dreyfuss, Russ Bous, Elisha Walker; Midwest—Paul O'Shea, Ed Crawford, Lee Oldfield, Ryman Rhotz; West—Steve Mason, Bob Estes, Allen Guiberson, Truman Vencill.

From all appearances popular Bill Smyth, Dallas, a USAC director, will lead most of the road racing activities.

All indications point to the major emphasis from here on in being placed on safety. "A complete program of safety is on the 1959 agenda," said Tom Binford, who was re-elected president, and Henry Banks, Compton, Calif., who was named to supplant Carter.

Carter Bounced

Carter had been under fire in many sections of the country. He was sacked for alleged "lacking more administrative and organizational experience."

Other RRD developments:

All West Coast decisions and business will be transacted through Mason's office, 1884 Mooncrest Dr., Encino, Calif. STate 8-0716.

Mary Hauser, secretary of the Cal Club, was named secretary to the West Coast committee.

There will be no limitation to (Continued on page 3 Col. 4 & 5)

On the Inside

Tom Wilson of MOTORACING, is in St. Louis to cover the Annual National Meeting of the Sports Car Club of America. Watch for his colorful report in next issue of MOTORACING. Meanwhile, turn to Page 4 to read what he has to say on the "new era of SCCA."

Classified Ads	7
Dear Gus	4
In The News	1
Letters to the Editor	2
Maintaining Topics	5
Mott Cartoon	3
Personalities	7
Picture Page (Awards)	6
Point Standings	5
Race Calendar	6
Rally 'Round, Results	4
Slightly Modified	2
Vignettes	1-3

And this brings us to that clown whom I have consistently (Continued on page 3 Col. 1, 2, 3)

Interested in Buys?

They're Listed — Pg. 7

For the BIGGEST Classified Ad Section of any motor racing newspaper in the U. S., Please turn to Page 7 of this issue and get in on some choice buys.

And if you have something to sell, the Classified Ad Section is the medium. Just call Joyce at AX. 2-0287.

Mason on Road Racing Committee

Steve Mason, one of the 4 men making up the West Coast committee of USAC's pro Road Racing division, has come to the fore rapidly on the local sports car racing scene.

For 4 years he has been team manager for the Nationally-known scuderia of John Edgar, wealthy Encino, Calif. sportsman. And he is now a partner in Riverside Raceway, one of the leading road racing courses in the west.

Mason was one of the original organizers of the USAC Road Racing division, and last year was West Coast representative.

His office will be the clearing house for local business.



STEVE MASON

Manney at Montlhery

An authoritative series of articles by MOTORACING's far-flung European correspondent, Henry N. Manney III, describing the Press Test at the Montlhery circuit, will begin soon in MOTORACING. It will be entitled "The Day I Led Paul Frere, or, I Drove a Dauphine and Lived." Watch for it.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

ONE OF THE things that we like the most about this season of the year is that it's time for all the sports car clubs to install their new officers. This is always a remarkable touching ceremony, as it requires the out-going officers to pretend all evening that they don't expect to receive any kind of award or trophy from the club.

The look of sheer incredulity on their faces as they hear their names called, and their damp-eyed humility as they receive a suitably-inscribed, gold-plated sparking plug wrench is enough to give us either vertigo of the stomach or an attack of insane hysterics, dependent on whether we had white or red wine with our afternoon cookies.

Hopefully Waiting

We're still waiting for the installation dinner whereat the newly-elected president announces, "Ladies and gentlemen, last year's officers were such scoundrels, chaw-bacons & cut-purses that the club is bankrupt. Instead of presenting them with trophies this year, the new board of governors had decided to present them with warrants for their arrest on charges of grand theft and criminal negligence."

Dog Days

One thing that we learned while roadtesting a Berkeley roadster a few weeks ago was to keep away from large dogs. Particularly tall, large dogs. No, no, not what you think; not if you keep the top up, but one day we stopped in at Bill Falkenberg's garage and that big mutt of his got a hold of the front end and tried to bury us.

Race Gypsies, Again

The 2nd unofficial meeting of the unofficial Race Gypsies will be held after Saturday's races at Pomona at Frank Aldous' cover-

Krogh Wins Sportsman Car Main at Gardena

GARDENA, Jan. 18 — Jack Krogh, of Escondido, blasted his '57 Buick-engined sportsman car around the 1/3-mi. dirt oval this afternoon to take a sweeping victory over a field of 16 starters. During the 40-lap main event, which saw more than half the starting cars drop out through collisions and blown engines, Krogh and 2nd place Bob Hogle ('53 Buick-engine) lapped the entire field. Third spot was taken by Ralph Jasper in a '55 Chevy-engined car.

The sportsman cars, looking and acting like a cross between a sprint car and a jalopy, lap the 1/3-mi. oval in a little over 16 seconds, broadsiding the turns in the best midget or sprint car fashion. Powered mostly with modern Detroit engines, many with super-chargers, the coupes are considerably smaller than the jalopies and hot rods, and usually have a center seat and split floor controls.

The 1-lap record for sportsman cars at Gardena, set last summer at 0:16.66 by Art Pratt, was smashed today when Don Ray slid his '57 Ford-engined car around in 0:16.61. During one of the preliminary events Ray smashed into a spinning car and had his radiator.

The 15-lap semi main was won by Jim Cox ('56 Chevy), Jim Arnolds ('57 Buick) and Kenny Lengle ('51 Ford). —WRCS.

POINTS CORRECTION

Eric Hauser has made one correction in MOTORACING'S 1958 Pacific Coast Race Standings, as listed in the Dec. 12 issue. Joe Playan is moved to 3rd and Skip Conklin to 10th in the Modified Under 2000cc list, which should read:

1. Jack McAfee, Porsche 13
2. Ken Miles, Porsche 66
3. Joe Playan, Porsche 51
4. Skip Conklin, Lotus 13
5. Eldon Beagle, Porsche 11

LETTERS TO THE EDITOR:

SUGARMAN QUILTS RACING

TOP CARS ON BLOCK

When I talked to you from Miami, you stated you would like a letter concerning Jack McAfee's wins for the '58 season. Although I think your MOTORACING issue of Dec. 12 certainly does a marvelous job of showing the '58 season, Jack won 14 races in Class F Modified, 3 overall wins all classes, and 2 overall seconds. Our car No. 88 was never defeated in its class for the entire season. I think this about covers Jack's record which speaks for itself. Also, Vasek's work as a mechanic is certainly excellent as our cars never failed in any race. We were very lucky and had a marvelous season.

Our plans for 1959 are not to race except that we may run Sebring for the factory. This is undecided at the present time. Vasek is leaving for Germany with the Experimental Department of the Porsche Factory. Upon his return, we will actually know more about our racing plans.

All of our cars, which I own, are now for sale. The RSK with the 1600-engine is priced at \$9000, Jack's No. 88 with the Class F engine at \$6000, our No. 188 the other RS with the Class F engine, at \$5000, 2 550-Spyders-one at \$4000 and one at \$3500, and last but not least, our 3.5 Ferrari at \$4000. We are also offering our Van which is a '57 Ford complete with ramps, winches, etc., at \$3500. If you know of anyone who wants to go racing this season, here are some cars which can certainly bring in a lot of trophies. All the cars have been entirely checked over by Vasek and are in first class condition.

Thanks a lot for your understanding and your reports on all the racing. I think you have certainly done a lot towards helping sports car racing in the west—and in the entire Country.

A healthful, happy and prosperous New Year!

Stanley C. Sugarman

Scottsdale, Arizona

BLAST FOR MANNEY

It has taken a bit of time, but finally, after receiving MOTORACING for a month and a half, your bit of intrigue has actually penetrated. I realize, in fact, that your "Henry N. Manney III" does not exist at all, but is a rather clever manner in which you delude your readers. Actually, there is no quarrel with this bit of subterfuge, but I believe whoever "ghosts" this feature which appears irregularly has one of the worst attitudes and styles concerning automobile affairs of all the so-called expert columnists.

Mr. Manney's report of the Italian and German Grand Prix is an excellent case in point. Reference to "Pete's unfortunate demise" is a mixture of condescending flippancy that nauseates the average fan. The first paragraph of the Grosser Preis articles tends to round out the personality of Mr. Manney, leaving one with the basic impression that we can only be too glad he is not actually in Europe, destroying whatever may remain of our European relations. I would think, in any case, that a newspaper devoted to the reporting of motor racing would direct such personal trivia toward the nearest round file. I would suggest that you should subscribe to AUTOSPORT which airmails to their American readers a news supplement that keeps one up on European affairs.

The prince who substituted for Mr. Manney on Oct. 3-10 was obviously greatly impressed with his literary style as almost half the article dealt with his personal problems in getting to Oporto. Again, a good travel magazine has, in truth, much more interesting and exciting tales to tell of this type of thing, complete with 300 SL's.

I trust you will please either let someone else ghost Mr. Manney's column or choose a much more qualified and less "beatnick" personality to report on what, in all actuality, is the most important phase of motor racing in the world, certain SCCA and CSCC personalities to the contrary.

Gene R. Hickox
San Marcos, Calif.

BLAST FOR WILSON

A few words regarding Tom Wilson's column in the last issue of MOTORACING. They say that when a writer wants to know if people are reading his stuff, the best way is to write something nasty or make a misstatement.

O.K., Doc, we read you, but where do you get off panning Riverside as a fiasco from the viewpoints of a seasoned racing fan. How many years have you been a racing fan?

I have been a racing filbert since 1930 and made the trip to Riverside, coming away with nothing but praise for the show as a whole, the fine efforts put on by the USAC drivers and the professional greeting by Duane Carter and his USAC crew. Incidentally Carter was driving race cars when you, Doc, were still going to dental school.

Another point you bring up is that Riverside is not designed for the spectator. How would you know Doc, you never moved from the press booth.

Riverside is a good course both for driver and spectator. The view



START AT NASSAU — Chuck Daigh, Scarab (97), booms out, but away 1st was Pedro Rodriguez, Ferrari (10), gray car in center of photo. Carroll Shelby, Maserati, is to his left, and directly behind is Bruce Kessler, Ferrari (88). Barely visible at left and rear of Daigh is Lance Reventlow in the other Scarab, eventual winner.

(MOTORACING Photo)

from turn 6, 7 and 8 is hard to beat anywhere.

I suppose the good Doctor considers Vacaville, Stockton, Tracy and Cotati good race tracks.

Bob Garner
Redwood City, Calif.

PLUG FOR MOTORACING

I wish to thank you for the prompt and efficient manner in which you handled my subscription. I am being transferred to Italy and wonder if you will change my address.

Many thanks for the issue on the Phoenix races. Coverage was excellent. Tom Wilson's column was also excellent — fearless reporting, and often the truth hurts. He is, however, so very right.

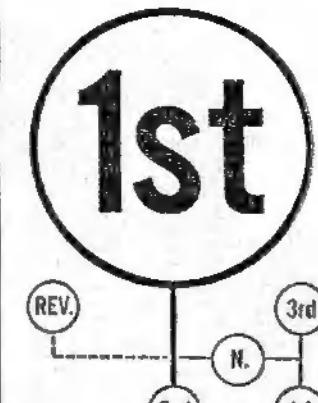
I am glad I am again on your mailing list as there is NO substitute for MOTORACING. It is by far the most thorough and best-edited publication of its type in the United States. And contributing writers know what they are talking about.

L. I. Thomas
APO, New York City.

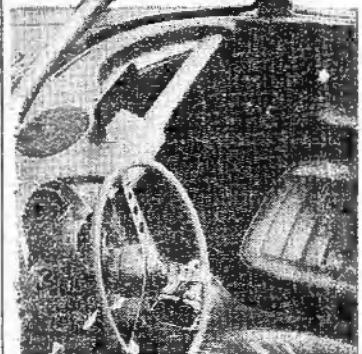
For America's
Number One Sports Car,
You're Safer and Smarter
at America's Number One
Corvette Dealer

Harry Mann

Chevrolet



Where you are always
in the driver's seat



HARRY MANN
Chevrolet
Crenshaw at Slauson
Los Angeles
AXminster 4-6101



Bracker-Gribin-

Von Dyl, Inc.

With offices all over
San Fernando Valley
Main office: 8046 Van Nuys Blvd.
Panorama City
State 2-5860



Vignettes

By Gus V. Vignolle

YOUNG MAN WANTS \$\$\$ FOR TV APPEARANCE

(Continued from Page 1)
regarded as completely non-existent. He blasts this observer for "giving too much credit to Pedro Rodriguez for his 2nd at Nassau and certainly not enough to Lance Reventlow, a top driver you obviously dislike because he has more m-o-n-e-y than you have."

Why, you insolent bum!
I wouldn't care to have Mr. Reventlow's dough (MUCH)!

What in hell am I saying?

Well, my blossoms, let us read only 2 other accounts, the 1st by United Press Intl. that was carried in the Hollywood Citizen-News under the headline HAIL RODRIGUEZ AS 'REAL VICTOR,' and a piece carried in INSIDE AUTO RACING, the syndicated newspaper column by roly-poly Don O'Reilly, auto racing's reporter at large and recognized as one of the top experts in the US—

'REAL VICTOR'

"NASSAU, Bahamas (UPI) — Mexico's 18-year-old Pedro Rodriguez had the satisfaction today that it took 2 men and a better car to beat him in the International Nassau Trophy Race.

"Chuck Daigh of Beverly Hills and Lance Reventlow, son of five- & dime store millionairess Babs Hutton, divided the chores at the wheel of a 5-liter Scarab 'bomb' to win the 252-mile grind yesterday with a clocking of 2:52.4218 and an average speed of 87.549 miles an hour.

"But racing experts on the scene agreed the 'real winner' was young Pedro who matched his youth and small three-litre Ferrari against overwhelming odds and finished only one minute and 50 seconds behind the winners. Rodriguez' performance, of course, won him first place in the class D competition."

Now here is Mr. O'Reilly:
"The Reventlow Scarab team came through to win the Nassau, Bahamas, sports car race; Lance Reventlow and Chuck Daigh driving, but it was 18-year-old Pedro Rodriguez, Jr., of Mexico who received the toast of the Bahamas.

"Young Pedro, in a swift-running Ferrari which had about half the power of the Corvette-powered Scarab, ran a good 2nd to the American-built sportster.

"When Reventlow rejected an invitation to appear on the Dave Garroway NBC tv show 'Today', asking a \$1,000 fee for himself and Daigh, young Rodriguez was quickly substituted.

"Reventlow's request for the \$1,000 fee (all expenses were being paid in addition, anyway) was the more surprising because all drivers had been advised of the

plans for the NBC appearance.
"At a drivers' meeting the day before the race, the men were asked to speak up then if any of them would be unable or not want to make the chartered flying trip New York and return.

DEMANDS FEE

"When it became apparent there would be a pair of co-driver winners of the race, at about the halfway mark, publicist Mike Finn made frantic phone calls to New York to arrange for the additional accommodations.

"Finn's efforts were in vain. After the race, Reventlow made his fee demand, then rejected the invitation.

"Pedro was flown to New York appeared on the coast-to-coast show with Garroway, and was flown back to Nassau to receive his honors at the international motor ball."

And since other people are writing this widely-read column today, let us keep on the same vein.

SPORTS ILLUSTRATED (certainly not to be confused with another sheet having a somewhat similar name) has honored our own Phil Hill as the U.S. Sports Car Driver of the Year.

The current issue of SPORTS ILLUSTRATED pays the Santa Monican a nice tribute. It is to be suspected that it was written by Ken Rudeen, one of SI's star writers and expert on all matters automotive. Here it is:

ON, HILL!

"We have two questions: Who was the last American to win an international Grand Prix of the highest rank?

"Go to the head of the class if your answers are Jimmy Murphy and Phil Hill. It has been nearly 38 years since Murphy won the French Grand Prix aboard a Duesenberg—a galling reminder of this nation's fall from its old eminence (such as it was) in international road racing. You may poach us in engine oil, though, if Hill, driving an Italian Ferrari, does not make amends before very long.

"It was with this hope, as well as in recognition of the recent



DICK McENTYRE, sales promotion head of the Southwest Division of General Petroleum Corp., has been named president of the LA chapter of the Sales Promotion Executives Assn. The popular executive is well known for his support of sports car racing in the Southwest.

achievements of the 31-year-old Californian, that the editors of SPORTS ILLUSTRATED honored Hill this week as the U.S. Sports Car Driver of the Year.

'Phil Hill was the most successful and distinguished American circuit racing driver of the year 1958,' said his citation, which remarked his victories in the leading sports car races of three continents; the 24 Hours of LeMans (with Belgium's Olivier Gendebien), the 12 Hours of Sebring, and the 1,000 Kilometers of Argentina (both with Britain's Peter Collins). His debut in Grand Prix racing, the citation went on, was of such caliber that he might one day become the champion driver of the world.

"True enough. In the meantime we'll settle for one Grand Prix victory. On, Hill! On Ferrari! We have waited long enough."

Menudo is a tripe stew said to be extremely efficacious in preventing, or curing a hangover.

RACING NUMBERS

Contact car numbers in red, white or black. Either 12-in. or 8 1/2-in. \$4 for complete set (plus tax)

JAY'S SPORTS CAR ACCESSORIES

6055 1/2 Melrose Ave.
Hollywood HO 2-6905

Johnny Lail IMPORTED CARS

Austin Healey — MG — Morris 1000 — Jaguar — Volvo — Renault — Peugeot — Borgward — Alfa Romeo — AM Sprite

AUTHORIZED FACTORY SALES and SERVICE

Citrus 4-4196 Chapman 5-3451

1260 SO. BRAND
Glendale, Calif.

Ladies and Gentlemen — BE SEATED — Wherever You Go!

WAMCO PRESTO-O-SEAT

A handy, sturdy, lightweight walking cane that converts to a strong and stable seat—in just one second! Compact, portable, weighs only 17 ounces. Instant, spring loaded, foolproof automatic operation. Anodized aluminum construction supports up to 500 lbs. High fashioned styling with genuine Masland Duran upholstered foam cushion in maroon, moss green, jet black, or golden brown. Ideal for Golfers, Horse Races, Sports Car Events, Parades, Tournaments, Sight-Seeing Tours, Athletic Events. Ideal too for Fishermen and Hunters. Unconditionally Guaranteed.

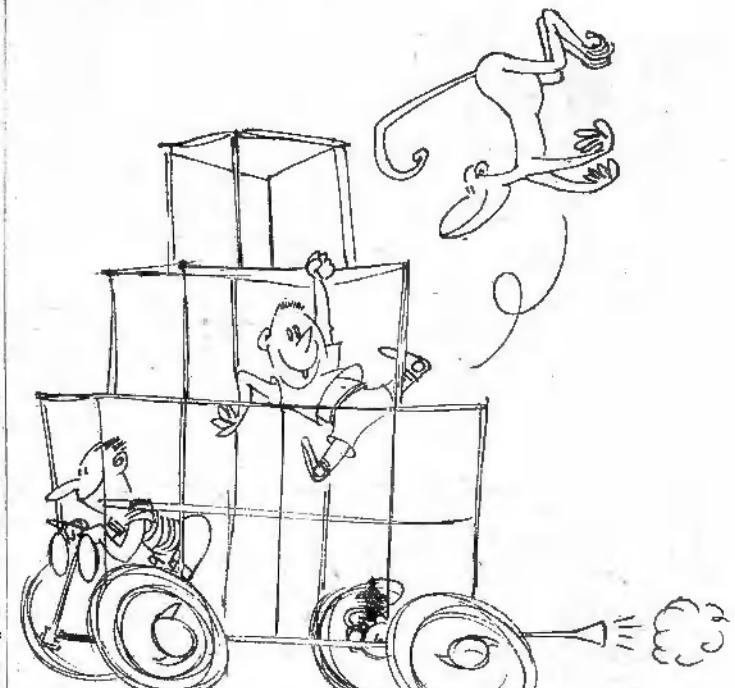
\$9.95
ppd.
(6 for \$56.70)



Send Check or Money Order. If COD, fees extra
MONEY BACK GUARANTEE

WAMCO, Box 34648, Los Angeles 34, Calif.

SPORTS CAR-TOON by STAN MOTT



Spaceframe Design P. S. 34

USAC Plans Bigger Purse, More Races

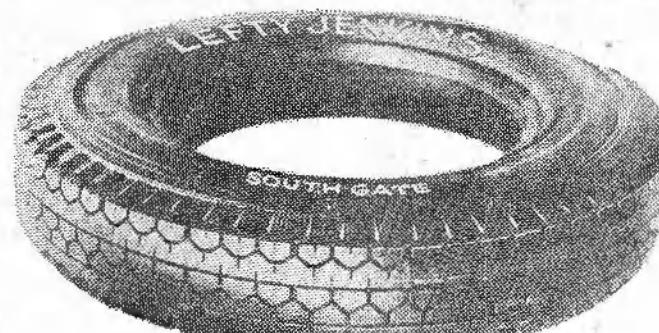
(Continued from Page 1) the age limit of drivers be lowered from 21 to 18.

Following is the tentative sports car and formula libre 1959 schedule for the US:

March 21—Sebring, Fla. 12-hour.
April 4-5—Daytona Beach 1000km.
April 11—Danville, Va.
May 2-3—Riverside, Calif.
June 7—Lime Rock, Conn.
June 13—Marlboro, Md.
July 3-4—Meadowdale (Carpentersville, Ill.), stocks.
July 18-19—Marlboro, Md.
July 26—Lime Rock, Conn.
Aug. 1-2—Elkhart Lake, Wisc.
Aug. 8-9—Danville, Va.
Aug. 30—Lime Rock, Conn. (3-heat Monza style).
Sept. 5-6—Meadowdale.
Sept. 19-20—Marlboro, Md.
Sept. 26-27—Watkins Glen, N.Y.
Oct. 10-11—Riverside, Calif. (Times-Mirror).

"Quick Service for Quick Cars"

DUNLOP



"LEFTY" JENKINS

TIRE RETREADING FOR RACE OR STREET

4400 FIRESTONE BLVD. LO 4-2471 SOUTH GATE

FOR RALLYING AND HIGH-SPEED DRIVING DEMAND

MICHELIN



Three layers of steel cord
brace the tread to give
steering accuracy and
perfect road-holding.

HAL MOODY

4698 San Fernando Rd., Glendale

Citrus 1-1123



San Francisco Newsletter

• Dear Gus

By TOM WILSON

NEW SCCA ERA SEEN --
AND LOWER NATL - BITE!

DEAR GUS;

The Sports Car Club of America recently published the list of National SCCA champion drivers in sports car road racing. As expected, there was no mention of any driver west of the Mississippi.

On the face of it, that was ridiculous, since western drivers, and we do include Kansas, Texas, Colorado and Washington in that group, are not bad. In fact, such drivers as Jack McAfee, Chuck Daigh and Lance Reventlow seem to do alright for themselves when they drive against those eastern champions.

So let us just assume that it was one of those screwy deals that is tolerated until it becomes absurd and then has no meaning or prestige. The new regime in the SCCA has heard the voice and is about to change this deal. A little late, but that is par for the course and you can't expect them to get the word until it reaches the screaming stage.

The board of governors has named 2 old reliables, Tracy Bird and Charley Hughes (from the west), to investigate this deal and come up with a solution. Nothing official, but the word is out that they will recommend the National Sanction Bite be lowered to \$100, a nominal token fee. They also plan to split up the SCCA into 4 sections for racing point purposes. Then throw these champs into a bull ring and pick out a champ in each class, both production and modified. It's time that they put some showmanship into this deal. Remember, the new SCCA rules allow expenses to be paid to drivers or owners, by the sponsors of the race.

Rose Bowl of Racing

This would be the Rose Bowl of road racing. A date in November, on a course such as Laguna Seca, would separate the men from the boys. Not only would the spectators get a fair shake but it would be a contest of skill. Any hayshaker can drive on a 3.5-mile airport course.

The public would love it, since most of the course can be seen from any point and match races could be followed with ease. How would you like to see Jack McAfee take on Bob Holbert; or Andy Porterfield vs. Jim Jeffords if Andy can keep the thing going. Don Dickey and Emanuel Pupulidy would make a great Carrera G. T. race. Richie Ginther and Walt Hansgen in a pair of Testa Rossas would prove whether that 11,000 point deal is a matter of skill, scratch or lack of competition.

One thing that you can be sure of — the track and charity that puts on such a series of races will make a pot of loot and it will also show how legitimate the set-up has been in the past. With 16 championships to be decided, it might be necessary to run 2 classes in each 15-lap race on Sunday. The Saturday races could be a warmup with the usual races open to all senior drivers, including the section champs. Our pal,

New Designs New Ideas

specializing in . . .
DASH PLAQUES
TROPHIES • CAR BADGES
Free Rally Numbers
to Our Customers
AL SHERWIN TROPHIES
4930 Venice Bl. WE 8-2778
Los Angeles 19, Calif.

Renfro Kilburn would like to make book on this deal with no place or show bets accepted. I can dream, can't I?

Break For All

Now, if they will limit the number of National races in any one section. They should Gerrymander the regions into sections so that there will be an equal distribution of drivers and competition in each section.

Gus, it seems that this new board of governors has heard the word, received the message and is anxious to correct the past inequalities. The word is out that we put on some pretty fair country races west of the Mississippi. Of course, they stymied too much ambition in any westward movement when they bought that new headquarters in New England and insured a flock of jobs back there. The members heard about it after the papers were signed. A more central spot would have saved a lot of dough in transportation and besides who has ever been to Westport.

Flash! Latest News

Gus, I am a sucker for the sports car magazines but I rarely read anything new or newsy. The February issues of several magazines are carrying the Riverside races. They also have the SF Region of the SCCA outlawed and forming a new club, over the amateur issue. That puts them about 3 months behind time with the news. This makes for rather stale, let alone inaccurate news and the beat group is being misinformed.

When we realize that MOTORACING carries the Sunday races in a Tuesday issue, it is hard to figure how a real sports car enthusiast can go for such stale news. Especially when the latest and most accurate news is so easily available. Why only recently MOTORACING ran a paragraph hinting that laxative bitters should never be used in a mixed drink. It surely cleared up one of my problems. Why don't people tell me these things? Probably the result of a Shedenheim research project.

With best regards,
Tom Wilson

READ ALL ABOUT IT

From the Los Angeles Herald-Express:

DAREDEVIL RETIRES

LONDON, Jan. 13* (UPI) — Tony Vandervell, British racing auto owner, said today he is quitting the sport on doctor's orders.

No doubt his daredevil feats will be missed!

New! BUBBLE SHIELD
For
BELL 500TX HELMETS

THIS IS THE BELL 500TX HELMET VISOR SNAP LAYOUT

STREAMLINE BUBBLE SHAPE REDUCES DRAG
AND TURBULENCE
OPTICAL QUALITY, DISTORTION-FREE MATERIAL
SHATTER-RESISTANT
STRONG COMPOUND CURVE SHAPE DEFLECTS
FLYING OBJECTS
BEADED VINYL EDGE TRIM FOR EXTRA SAFETY
TESTED AT OVER 100 M.P.H.
LOW PRICE!

\$4.95

BELL 500TX HELMET
WITH VISOR - '38th
WITHOUT VISOR - '36thOrder now from your Dealer
or direct from:

BELL AUTO PARTS, INC.

Write for
free literature 3633 East Gage Ave., Bell 113, Calif.

Rally 'Round

★ ★ With Duane and Jerrie Sparks

Various Rally Results

San Gabriel Valley FCCA—El Primero Del Ano IV—Bud Fisher Rallymaster
83 CARS—JANUARY 11

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Don Blunt	Bob Plety	LEDSCC	Stude	:14
2.	Mc DeLoof	Juanita DeLoof	SWSCC	Jaguar	:19
3.	Dick Coulter	C. K. Enoch	BEB	MG A	:23
4.	Sandra Rosen	Bob Rosen	SFVFCCA	TR 3	:24
5.	Gordon Madison	Don Black	BEB	Peugeot	:29

Jaguar Owners and Douglas SCC—They Went Thataway—Jan. 18

JAY AND ED CRAIG RALLYMASTERS—20 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Don Meder	Lee Adams	JOC	Jaguar	:430
2.	Frank McCarthy	Judy McCarthy	JOC	Jaguar	:623
3.	Peggy Savage	Diane Pieper	DSCC	MG A	:838

AHOC Desert Romp—Jan. 18—Reno Lawrence Rallymaster—48 Cars

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Mc DeLoof	Juanita DeLoof	SWSCC	Morgan	:08
2.	Virg Herman	Virginia Herman	AHOC	A H	:09
3.	Charlotte Nesbitt	Al Nesbitt	SMFCCA	Corvette	:12
4.	Sandra Rosen	Bob Rosen	SFVFCCA	TR 3	:13
5.	Jim Patterson	Tig Gruver	AHOC	MG TD	:123
6.	Don Hunziker	Sam Arn	AHOC	A H	:155

rally dates has now been set, with events scheduled for each month of the year except August and December. Beginning with the RALLYMASTERS MARK I this weekend, the rest follow in order—DON DIEGO Feb. 22; DE WHEEL BOUNCE Mar. 22; GREAT WESTERN April 25; 24 HOUR May 23-24; SIERRA June 13; SUNDOWN July 19; DE NO SNAILO Sept. 12; DESSERT Oct. 3; and RALLY OF THE STARS Nov. 8. It looks like another great year for rallies with 8 out of 10 listed above counting for championship points. This means you can only miss two events during the whole year—so best you start off the year right by showing up at the starting line at Firestone and Lakewood on Sunday morning for the MARK I. See you there.

The American International Rally, scheduled for mid-October is rapidly taking shape. Don Royer, rallymaster and director of competition for the sponsoring organization, the American Rally Club, announces that the course for the navigational leg from Santa Fe N. M. to the finish has now been set and that headquarters of several of the starting locations have been organized—notably New York under Art Peck and Mexico City under Fred Van Beuren.

Rallies

JANUARY

24—Paramount SCC Shortest Distance Rally—7:30 p.m. Pkg. lot next to Paramount Garage on Marston St. Bring L.A. maps & flash lights.

25—Rallymasters Mark I—An SCSCC championship event. 6 a.m. Stonewood Restaurant, Firestone and Lakewood Blvd., Downey. 8-9 hrs. \$6 Post Entries. Tip Gruver UN 4-4524.

24-25—Chuckanut SCC Winter Night Rally—Sears pkg. lot, Bellingham, Wash. 10 p.m. \$10 includes breakfast.

FEBRUARY

1—Santa Monica FCCA Three Toins on the Mountain Rally—7 a.m. Rancho Park, Pico Blvd. east of Beverly Glen. 5 hrs. \$2 Finish near start. Trophies guest, members, and novice. Dash plaques to all. Harry Peterzell CR 4-4004 or Bob Piercy AX 1-9373.

7-8—Van-Man-Van Rallye — 9 p.m. Broadway and Rupert, Vancouver, B. C. Jack Hendren 2519 Cypress St., Vancouver 9, B.C.

14-15—Highwaymen SCC 6th Annual Poker Rally at Santa Rosa's Flamingo. 10 trophies, door prizes, special awards, sports car show, midnight buffet, gin fizz brunch, and awards dinner. \$37.50 per couple. P.O. Box 2042, Montgomery Village, Santa Rosa, Calif.

22—San Diego SCC Ninth Don Diego Rally—An SCCSCC championship event. Bowlero Pkg. lot on U.S. 80 one mile East of U.S. 305. 6 a.m. \$5 Post Entries \$6 Forrest Adams, 4455 New Jersey, San Diego 16, Calif.

Finest service and parts for: Aston Martin

BILL RUDD MOTORS

1620 So. Greenwood Ave.

Montebello, Calif. RA. 3-4356

*We are West Coast parts agents

Ferrari

Maserati

Bristol*

FOREIGN
CAR CLUB
EMBLEM
Decals

from all around the world!



PRICE:

39¢
EACHTWELVE EXCITING DECALS!
Printed in eleven glamorous colors.
Emblems are 2 1/2" x 3 1/2".DECALS ARE DUAL PURPOSE.
Apply inside or outside of windows
— use on car — bicycles.

COLLECT THE FULL SET NOW!

ORDER NOW AND SAVE —

Full Set of 12 Emblems Only \$3.95 p.p.d.

BOX 34648, LOS ANGELES 34, CALIF.

New! BUBBLE SHIELD
For
BELL 500TX HELMETS

THIS IS THE BELL 500TX HELMET VISOR SNAP LAYOUT

STREAMLINE BUBBLE SHAPE REDUCES DRAG
AND TURBULENCE
OPTICAL QUALITY, DISTORTION-FREE MATERIAL
SHATTER-RESISTANT
STRONG COMPOUND CURVE SHAPE DEFLECTS
FLYING OBJECTS
BEADED VINYL EDGE TRIM FOR EXTRA SAFETY
TESTED AT OVER 100 M.P.H.
LOW PRICE!

\$4.95

BELL 500TX HELMET
WITH VISOR - '38th
WITHOUT VISOR - '36th

Order now from your Dealer
or direct from:

BELL AUTO PARTS, INC.

Write for
free literature 3633 East Gage Ave., Bell 113, Calif.



SNUGGLING UP to Bill Hitchcock after his Triple-R pro win aboard a Lincoln Spt. is pretty trophy girl Jan St. James. Bill won 74 out of possible 75 points. (Bill Norcross Photo)



BILL HITCHCOCK, left, receives the Wynn Oil trophy from Ned Yarter, Triple-R president, at Victory banquet. He was overall victor in 3-heat Monza style RRR pro race earlier this month at New Ascot Stadium. Foreground: Frank and Pat Alten of KBLA Motor Classics radio program. (Marvin Reichler photo)

Maintenance Topics

By BILL RUDD

Noted Racing Mechanic, Tuner and Owner of Bill Rudd Motors

Tire wear whys and wherefores are a big bugaboo with many car owners, and trying to explain the whys to said owners, is sometimes a real job for mechanics. I'll try to relate some of my experiences.

First, and most common with sports cars is the owner who tries to kid himself and/or his mechanic about his tires scrubbing off. You tell him that his cornering enjoyment must be paid for with additional expenditures for tires, and he says, "Who me? Corner fast? Never!" etc., etc. So how you gonna act? But with careful consideration, tires can be saved, plus the fact that correctly aligned cars are easier on suspension, etc. That money spent for alignment is generally well-worth it.

Rotate Tires

Crossing or rotating tires, using the spare at intervals, should be set by your own driving habits.

★ TRIUMPH TR3
★ ALFA ROMEO
★ MERCEDES BENZ
★ RENAULT
DRIVE THEM ALL, ★ BORGWARD
COMPARE AT ONE TIME ★ ENGLISH FORD
IMMEDIATE DELIVERY ★ GOLIATH
★ DKW ★ HILLMAN MINX

Specialists in Service for
Jaguar - MG & Austin-Healey
Now Specializing in LANCIA
OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Houser)
LOS ANGELES 16, CALIFORNIA
WEBster 4-2665

AUTOSPORT ACCESSORIES
1114 Ocean View Ave.
Whittier, Calif.
11-7 Tues - Thurs, * Sat. 8-5
'Til 9 Mon. & Fri.

'58 Point Standings

SPORTS CAR CLUB OF AMERICA,
Los Angeles Region
1958 Regional Point Standings
(Compiled by AL FLEMING)

Competition Points

1. D. D. Michelmore 5750
2. Dr. William Molle 4250
3. William Atkins 4000
3. Betty Shutes 4000
3. Arthur Snyder 4000

WORKER POINTS

1. Layne Shannon 3550
2. Gert Fleming 2800
3. Jane Sullivan 2700

MEN

1. M. E. Shannon 4700
2. Jim Troy 2800
3. Jack Sullivan 2675

SPORTS CAR CLUB OF AMERICA 1958 PACIFIC COAST POINT

STANDINGS (Compiled by AL FLEMING)

B PRODUCTION

1. Map Sharp 2000
2. Fred Grant* 1800
3. Hugh Harn 1600

C PRODUCTION

1. Richie Ginther* 2000
2. Bob Winkelman 1600
3. Dr. Cliff Wright 1000
3. Pete Caulin 1000

D PRODUCTION

1. Charles Parsons 2200
2. William Kincheloe 1400
3. E. Forbes Robinson* 1000
3. George Shively 1000
3. T. A. Rees 1000

3. Max Gordon 1000
3. Lou Woods 1000
3. Ray Lairdon 1000
3. Bill Louden 1000
3. D. D. Michelmore* 1000

E PRODUCTION

1. Lew Spencer* 3400
2. Bill Love* 3000
3. Ruben Ciriacks 2800

F PRODUCTION

1. D. D. Michelmore* 4800
2. Dick Bellows 4600
3. G. Gear 4400

G PRODUCTION

1. Don Tindall 1800
2. Ed Crooks 1600
3. Willie West 1600
3. Frank Tracey 1000

3. Marion Lowe 1000
3. Jean P. Kunstle 1000
3. J. Gleghorn 1000
3. B. Pattan 1000
3. F. Aldhous 1000
3. Steve Froines 1000
3. Bob Downing 1000

H PRODUCTION

1. Bob Brigham 2000
2. John Oneta 800

I PRODUCTION

1. Dean Patterson 1000

the turns, but brake part way around.

And, of course, you can help your needy tire dealer by immediately jumping on the throttle. After you've braked into the corner, then leave a goodly amount of black strip off the inside rear wheel that is unloaded, and convince yourself that you've really got a goer. This doesn't propel the car forward of course, but it does make a nice noise (until the back axle packs up).

Watch The Air

Inflation is another item of tire performance that is difficult to recommend. Individual driving habits are the only gauge. If your tire wears unevenly, that is if you divide the tread section into 3 parts, one-half in the center, and a quarter each to the outsides, and you find that the center is worn more (by measuring tread height) than the outside, there is too much pressure, if the outside is worn more, too little.

I always advise to start with manufacturers' specs and tailor to suit your own habits, but if your tires indicate over inflation, but you don't like the feel of the car with less pressure, nothing in alignment can help. Just decide what you want and pay for it.

AUTOSPORT ACCESSORIES
1114 Ocean View Ave.
Whittier, Calif.
11-7 Tues - Thurs, * Sat. 8-5
'Til 9 Mon. & Fri.



DAN GURNEY, popular Riverside driver recently signed to race for the Ferrari factory in 1959, will be guest of honor at installation of officers of the Women's Sports Car Club Saturday, Jan. 24, at Miramar Hotel, Santa Monica. He is shown with Ruth Doushess Redondo Beach driver who heads the new state of officers.

I PRODUCTION

1. George Keck 1000

C MODIFIED

1. J. Pflueger 3000

2. Ralph Ormsbee 1800

3. Jim Connor 1600

D MODIFIED

1. Bob Oker* 2000

2. Dick Morgensen 2000

3. Ray Jones 1000

3. Richie Ginther* 1000

2. Ray Lairdon 1000

3. Josie McLoughlin* 1000

3. John von Neumann* 800

3. E. Forbes Robinson 800

3. Rod Carveth 800

E MODIFIED

1. Jack McAfee* 3800

2. Richie Ginther* 2000

3. Sam Weiss 1800

F MODIFIED

1. Jack McAfee* 7000

2. Joe Playan* 2400

2. Pat Piggott 2400

3. Tetta Richert 1800

G MODIFIED

1. Pete Lovely 2000

2. Frank Monise* 1800

2. Bob Gillespie 1800

2. Wojciechowski 1800

3. Paul Nau 1600

3. James Lowe 1600

H MODIFIED

1. William Beck 3800

2. Dr. William Molle* 2200

WOMEN

1. Betty Shutes* 2600

2. Barbara Windhorst 2200

3. Sunnie Baker* 2000

3. Linda Scott 2000

FORMULA III

1. Jack Brink 2600

1. Harry Morrow* 2600

2. Bill Benck 1400

3. Jean Geslin 1000

3. Rolf Roth 1000

CALIF. SPORTS CAR CLUB
1958 CHAMPIONSHIP STANDINGS

ALFA ROMEO—1. Frank Aldhous,

2. Mike Roetner, 3. Willie West.

MGS UNDER 1300cc—1. Sam Taylor,

2. Jack Gleghorn, 3. Pat Fahey.

MGA—1. Ray Pickering, 2. Johnny Lumkin, 3. E. Forbes-Robinson.

(Continued on Page 7, Col. 3)

America's Most Experienced
TRAVEL AGENCY for the
Automobile Enthusiast

DUSTY MAHON'S

Westwood Travel GR. 8-9823

1133 Glendon, Westwood Village

Sports, Racing and Specialty Cars

AUTOS UNLIMITED

Sales-Service-Salvage Pick up & Delivery

1702 N. Chico • Gilbert 3-4366 • S. El Monte, Calif.

For That Personal Touch...

In the selection of your racing, rallying, motoring, or concours accessories — daily through Saturday, 9:00 to 6:00, and Fridays 'til 9:00, it's



SPORTS CAR ACCESSORIES

6055 1/2 Melrose Ave., Hollywood 38

Hollywood 2-6905

ABARTH MUFFLERS

For Your Sports Car



4

BARREL

For the VW
Porsche

VW & VW — Karman Ghia \$34.50

Porsche — all models \$44.50

MGA \$29.50

Renault Dauphine \$27.50

Fiat 600 \$19.95

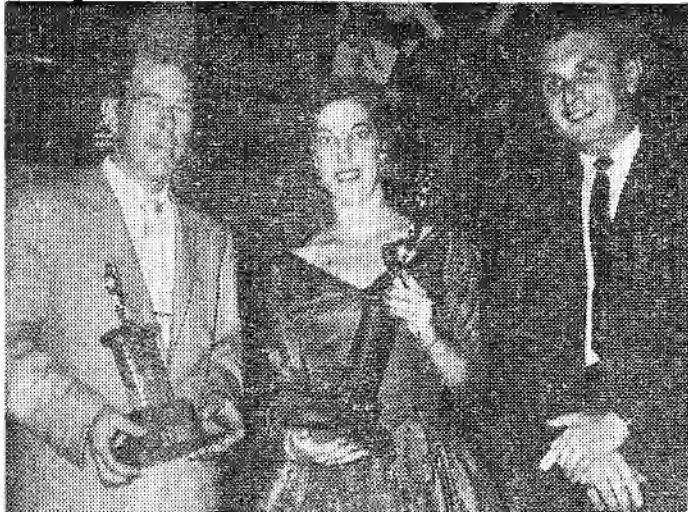
Prices on Other Abarth Mufflers on Request

JACK McAFFEE MOTORS

13323 VENTURA BLVD., SHERMAN OAKS

State 9-6351 State 9-3049

MotoRacing Awards



MOD. UNDER 2000cc — Joe Playan Porsche, 3rd; Geri Fleming for Jack McAfee, Porsche, 1st; Bill Connors, who presented Castrol trophies at MOTORACING awards party, held at Grand Prix restaurant, are shown left. Ken Miles, Porche, 2nd, was not there. (Other photos on Cover Page.)



HARRY MANN CHEVROLET — Andy Porterfield, top Corvette driver, and Frank Milne, right, of Mann Chev., are shown.



TOP MG DRIVER — Ray Pickering, center, received Gough Industries trophy from Bill Pringle, left. Right: WRC Shedenhelm of MOTORACING, who turned in top emcee performance.



NO. 1 ALFA PILOT — Frank Aldhous, right, is awarded Alfa Romeo trophy by Hans Koelln of Hoffman of California.

Trophies Presented at Cal Club Party



DRIVER OF YEAR named by Calif. Sports Car Club at its Awards party was Don Dickey, star Allegheny, Calif. Porsche Carrera pilot, who had a huge General Petroleum trophy presented him. Gala affair was held at Grand Prix restaurant. (All MOTORACING Photos)



AT CSCC party, Dr. William Molle, Panhard Spl., class H winner, admires trophy as Emcee James Crow looks on.



LOTUS DRIVERS won class G modified awards at Grand Prix party. They are, from left, Chuck Schroeder, 3rd, Frank Monise, 2nd and Skip Conklin, 1st. At right is Joan Fischal, pretty trophy girl.



CORVETTE TROPHIES for '58 CSCC competition went to, left to right: Tony Settember, 3rd; Bob Dickson, 2nd; Andy Porterfield, 1st. (All MOTORACING Photos)



LOTUS DRIVERS won class G modified awards at Grand Prix party. They are, from left, Chuck Schroeder, 3rd, Frank Monise, 2nd and Skip Conklin, 1st. At right is Joan Fischal, pretty trophy girl.

RACE CALENDAR

JANUARY
25—Singer Owners' Club time trials and match races, Gardner Airport, (Rt. 33 near Taft)—8 a.m.
25—Sprint car races, CRA, New Ascot, 182nd and Vermont, Gardena.

31—Feb. 1—Pomona road races, CSCC, Pomona Fairgrounds.

FEBRUARY
1—Stock car races, New Ascot, Gardena.

Hot Rod races, CJA, every Sunday, Gardena Stad., 139th and Western, Gardena.

CONCOURS
JANUARY
17-25—Chicago Auto Show
25-Feb. 1—Miami (Fla.) Auto Show

OTHER WINNERS

Gardner-Reynolds Dunlop racing tires (Carl Gardner) donated trophies for top 3 in Prod. under 1500cc at MOTORACING Awards party. Don Dickey, the Allegheny, Calif. miner and ace Porsche Carrera driver, was the winner, but was unable to be on hand; ditto Jimmy Moore, Porsche, 3d. D. D. Michelmore, Porsche, 2d, received his award.

Geri Fleming accepted Jack McAfee's Rainier Ale trophy for the 1958 highpoint driver. Unable to attend was Max Balchowsky, winner of the Bell 500TX Helmet trophy for best performance in a homebuilt car, the Old Yeller Buick Spl.



FORMULA III — Jack Brink, Cooper Norton, 2nd; Harry Morrow, Cooper Nortons & Keift, 3rd; Rolf Roth Cooper Norton, 1st, are shown, from left. Winner was given award by Auto-boiks, other 2 by MOTORACING.



SIPPING ON a Virginia Dare concoction, WRC Shedenhelm of MOTORACING takes a breather while emceeing MOTORACING awards party at Grand Prix. Jim Mourning presented him with beautiful elbow flossies to minimize pain while ruminating at GP sodapop counter.

PERSONALS ★

by GERI FLEMING
Lee and Al Baker became proud parents of a bouncing baby boy Jan. 12. Hap Richardson home again (Lancaster) after a year's stay in Okinawa. Look for Jane Sullivan and Betty Shutes to co-chairmen SCCA's Spring Rallye Feb. 21. Charles Short has semi-abandoned sports cars in favor of boats. June and Jim Van Trees celebrated their 25th wedding anniversary Jan. 31. Pat and Frank Alten working up a TV show, set to debut soon. Carmela Martin on the road to recovery following recent surgery. As is Jack McAfee. "Dusty" Brandel recently added glamour to the Milton Berle TV show. Fact or Fiction? Lance

About People in Racing and Rallying

Reventlow preparing the Seabreath Mark I (No. 76) for street use. Blonde Joanne Dalton performing secretarial duties for Bill Love. Carol and Jim Mourning collecting data for a story of Hollywood's illustrious "coffee houses". Did you know that Bruce Kessler was chosen as a member of the American Drivers Automobile Association?? Many happy returns to Jeanette and Maury Powell. Jerry Aarons' San Francisco jaunt has been temporarily postponed. Belated birthday greetings to Jan Troy, "Doc" Hoppe and "Dusty" Mahan. Lew Bracker has managed to remain "retired" from sports car racing for one year. Linda Bothwell off to SCCA's National Meeting in St. Louis Jan. 24. Walker Edmiston appeared on TV's "Maverick" in a starring role Jan. 11. Don't miss reading Terry Galanoff's story, "Gold-Plated Leadfoot" in the April issue of ESCAPE-ADE. Mr. and Mrs. Michael Brigand are baby buggy shopping these days. "Slim" Larned attending Jet Instruction School in Denver, Colo. Press and Public Relations for the Women's Sports Car Club will be handled by Betty Shutes in 1959. Corvette Club of Pasadena stages a "Wild Hearts (Poker) Rally" Feb. 15. Time: 10 a.m. (Come early for breakfast and bench racing at Gwin's Drive-In, 2915 E. Colorado, Pasadena. Finish: 4 hours, or approximately 100 miles later. Tariff: \$2 per car. Guests welcome! For further info: Sycamore 9-1308.

George Cary has cancelled his trip to Hawaii to check on Speed Week plans; instead, he leaves for Mexico, motoring with his wife to Durango, Mazatlan, Mexico City and Acapulco. Steve Da Costa, the ex-Islander, is now on the permanent Motor Trend staff as New York editor. Chris Porter has turned out a terrific supercharged Renault Dauphine (modified to the teeth) for Dick Bolick of West L.A. Johnny McLaughlin, of cycle and F3 fame, is now working for Ted Block at Covina Sports Cars in Baldwin Park. Tom Haynes and Harry Schoeler plan a 5-acre expansion at Gardena Stadium, have formed a new corporation and will sell stock. Bill Neale of Dallas has done a beautiful painting of Carroll Shelby thundering around a turn in the '58 4.5 Maserati. Bill Love will go all-out with the AC Bristol next March at Sebring.

Doug Bailey, who has been the head of the Long Beach MG Club Scoring Team, said goodbye to Pomona. Marie Dixon asked Doug why he was quitting and he said four years was a long time. He also stated that someone as capable will head the scoring team and things will run just as smooth. Doug was awarded a beautiful leather carrying case.

Doug Bailey, who has been the head of the Long Beach MG Club Scoring Team, said goodbye to Pomona. Marie Dixon asked Doug why he was quitting and he said four years was a long time. He also stated that someone as capable will head the scoring team and things will run just as smooth. Doug was awarded a beautiful leather carrying case.

Corvette Club of Pasadena stages a "Wild Hearts (Poker) Rally" Feb. 15. Time: 10 a.m. (Come early for breakfast and bench racing at Gwin's Drive-In, 2915 E. Colorado, Pasadena. Finish: 4 hours, or approximately 100 miles later. Tariff: \$2 per car. Guests welcome! For further info: Sycamore 9-1308.

George Cary has cancelled his trip to Hawaii to check on Speed Week plans; instead, he leaves for Mexico, motoring with his wife to Durango, Mazatlan, Mexico City and Acapulco. Steve Da Costa, the ex-Islander, is now on the permanent Motor Trend staff as New York editor. Chris Porter has turned out a terrific supercharged Renault Dauphine (modified to the teeth) for Dick Bolick of West L.A. Johnny McLaughlin, of cycle and F3 fame, is now working for Ted Block at Covina Sports Cars in Baldwin Park. Tom Haynes and Harry Schoeler plan a 5-acre expansion at Gardena Stadium, have formed a new corporation and will sell stock. Bill Neale of Dallas has done a beautiful painting of Carroll Shelby thundering around a turn in the '58 4.5 Maserati. Bill Love will go all-out with the AC Bristol next March at Sebring.

Doug Bailey, who has been the head of the Long Beach MG Club Scoring Team, said goodbye to Pomona. Marie Dixon asked Doug why he was quitting and he said four years was a long time. He also stated that someone as capable will head the scoring team and things will run just as smooth. Doug was awarded a beautiful leather carrying case.

(Continued from Page 5)

'58 Points . . .

PORSCHE, CLASS E — 1: Ronnie Bucknum, 2: Dan Herman, 3: Dick Bowles.

MORGAN — 1: Lew Spencer, 2: Bill Hinshaw, 3: Al Gebhard.

PORSCHE CARRERA GT — 1: Don Dickey, 2: D. D. Michelmore, 3: Jimmy Moore.

AUSTIN HEALEY — 1: Jack Breskovich, 2: Bob Windhorst, 3: Chuck Parsons.

CORVETTE — 1: Andy Porterfield, 2: Bob Dickson, 3: Tony Settember.

AC BRISTOL — 1: Bill Love, 2: Gordon Crowder, 3: Bob Harris.

FORMULA III — 1: Rolf Roth, 2: Jack Brink, 3: Harry Morrow.

WOMEN — 1: Josie McLoughlin, 2: Betty Shutes, 3: Barbara Windhorst.

CLASS H MODIFIED — 1: Dr. Wm. Moller, 2: Don Miller, 3: Harry Jones.

CLASS G MODIFIED — 1: Skip Conklin, 2: Frank Monise, 3: Chuck Schroeder.

SMALL CAR MAIN EVENT — 1: Jack McAfee, 2: Ken Miles, 3: Erv Lehr.

BIG CAR MAIN EVENT — 1: Richie Ginther, 2: Max Balchowsky, 3: Lance Reventlow.

TWO JAPANESE DOLLS, unfortunately not MOTORACING staff members, show off the new Datsun 1000 sedan which was roadtested in the last issue. The sedan gets 35-40 mpg and has a top speed of 75 mph.

THUMBNAIL ROAD TEST:

Austin A55 Cambrian Top All-Around Auto

The Austin A55 "Cambrian," a medium-sized 4-door sedan, turned out to be one of the most thoroughly enjoyable cars we have driven in recent weeks. The A55, handled in the western U.S. by Gough Industries, Inc., has a 1489cc engine that is basically a detuned MGA mill. This, with the Magnette 4-speed gearbox, produces a car that is perfectly adequate for city or freeway driving, either as a 2nd car or as a 1st.

With a 8.3 to 1 compression ratio, the A55 uses premium gasoline and so the fuel savings aren't as much as some of the smaller engined economy cars, but with roughly 25mpg the Cambrian rates more as a well-made sedan, smaller than Detroit iron, and with handling and performance that would cause few people to hesitate to buy it as a family car after a test ride. — WRCS.

AUTHORIZED SALES & SERVICE
OUR OWN BODY AND FENDER SHOP
UNIVERSAL MOTOR CARS

RE. 2-0107
2956 CRENSHAW BLVD. LOS ANGELES 16

WILLIAMSON MOTORS
Authorized Sales and Service
MG-A • AUSTIN-HEALEY
3153 W. Pico, Los Angeles 19, Calif.
République 2-8126

CONTINENTAL CAR IMPORTS
RENAULT - TRIUMPH - BORGWARD - PEUGEOT
COMPLETE SERVICE FOR ALL IMPORTED CARS
8750 Washington Blvd. TE. 0-1182 Culver City

THIS IS YOUR MARKET PLACE

CLASSIFIED ADS

BUY, SELL, SWAP, HIRE HERE

SPORTS CARS

SPORTS CARS

SPORTS CARS

SERVICES

PARTS, ACCESSORIES

PARTS, ACCESSORIES

FERRARI
TWO LITRE
TESTA ROSSA

Ex Lovely — Ex Kessler Engine recently majored New paint - New Engleberts All fresh and ready to race \$6000.00

GORDIE GLYER
International Sports Cars
2405 Fulton Ave.—IV 3-2761
SACRAMENTO

ASTON MARTIN

'54 CONVERTIBLE
In Concours cond.

Chromed and polished engine. Chrome wheels. Engine Rebuilt. Interior Perfect.

International Sports Cars
2405 Fulton Ave.—IV 3-2761
SACRAMENTO

PORSCHE CARRERA

Fastest Carrera
on the coast

Eddie Meyer roll bar and aluminum head rest-tonneau cover-new crankshaft.

4500.00 FIRM

Carl Meyer—2767 13th St.
Sacramento

EXPERT CHASSIS
DYNOMETER TUNE
ON VW OR PORSCHE

Have us check your car for actual delivered H.P. to the rear wheels.

Michelmore Motors
6957 Reseda Blvd.
Reseda, Calif.
Dickens 4-7187

HEALEY ENGINE

4 cylinder, fully modified, over 150 H.P. \$700 in engine alone. Includes completely rebuilt transmission. Also spare engine. Total price \$475.

Same engine turned
fastest in Class at
Pomona SCCA, 1958!

Charles Colwell, days EXbrook
6-7705, evens, Fronier 4-0451.
1431-18th St., Manhattan
Beach, Calif.

**'57 AUSTIN
HEALEY ENGINE**

Trans. and Overdrive. Make offer. TH 6-4441 or 321 W. Alameda, Burbank, Cal.

ACTION PRINTS
P.O. Box 5482
DALLAS 22, TEXAS

MGA Supercharger

Treat your MGA to a Judson
blower—3 months old.

SAVE \$95.00
Sid Fleischer—AX 4-2434
3039 Coco Ave., L.A. 8, Cal.

**HOW TO USE
MOTORACING
CLASSIFIED AD
PAGE**

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD. IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barkers. (This address is for the Classified Dept. only).

BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

• RATES •

75c PER LINE, one time.
MINIMUM: 8 lines.

CONTRACTS: Apply for rates.

BOX NO.: Add 50¢.

RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.

HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.

"POSITIONS WANTED": less 15%, payable in advance.

AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

1940 AUSTIN

TOURING SEDAN
IT RUNS!! \$75

NOmandy 3-2082 (LA)

For Sale — Must Sell

Make Offer. Ex-Stroppe Kurtis
With or without engine. Ritchie
Seifried, 38321 E. 12th, Palm-
dale, Calif. WI 7-7490

LANCIA GT 1954, black with
grey, heater, 5 band radio,
Michelin X. Splendid road
machine. \$2200. J. H. Peck, 917 Poinsettia,
Manhattan Beach, Calif.

FR 4-8000.

**Ferrari 4.1 Elegant
Vignale Coupe**

Black lacquer with blue hide
Chrome wheels, new tires. Con-
course condition. Very plush

thrushout. Call Hillcrest
7-4976 after 6 p.m. for appt. 1322 High-
land Oaks Dr., Arcadia, Calif.

BOOKS, MAGAZINES

EX-MILES MG Sp. (Flying
Shingle) in beautiful condition.
New trailer. Many spare
parts, extra tires and wheels.
\$2300.00. Jack Duncan, 1609
Oxford Way, Stockton, Calif.

**FOR SALE PORSCHE
550 SPYDER, SPARES
TRAILER, READY TO
RACE. \$3900. — EXmont**

1-3605 evens, or contact

219 Bolt, Playa Del Rey,
Calif.

SITUATION WANTED

RELIABLE MAN wants any
kind of night work from 11
p.m. on. Would consider a
3, 4, 5 or 6 hour shift, part-
time, full time, relief or? Can
furnish A-1 references. Trust-
worthy! Ludlow 8-4467 or
write 6924 Compton Ave., Los
Angeles 1, Calif.

CAR & MOTORCYCLE BOOKS

handbooks, shop manuals,
maintenance, repair, tuning,
racing rallies, antiques clas-
sics, histories; catalog 25c.
Vivian Gray, The Motorist's
Bookseller, Hurstpierpoint,
Sussex, England.



TWO JAPANESE DOLLS, unfortunately not MOTORACING staff members, show off the new Datsun 1000 sedan which was roadtested in the last issue. The sedan gets 35-40 mpg and has a top speed of 75 mph.

THUMBNAIL ROAD TEST:

Austin A55 Cambrian Top All-Around Auto

The Austin A55 "Cambrian," a medium-sized 4-door sedan, turned out to be one of the most thoroughly enjoyable cars we have driven in recent weeks. The A55, handled in the western U.S. by Gough Industries, Inc., has a 1489cc engine that is basically a detuned MGA mill. This, with the Magnette 4-speed gearbox, produces a car that is perfectly adequate for city or freeway driving, either as a 2nd car or as a 1st.

With a 8.3 to 1 compression ratio, the A55 uses premium gasoline and so the fuel savings aren't as much as some of the smaller engined economy cars, but with roughly 25mpg the Cambrian rates more as a well-made sedan, smaller than Detroit iron, and with handling and performance that would cause few people to hesitate to buy it as a family car after a test ride. — WRCS.

One thing that probably prejudiced us in favor of the car was the similarity of its handling and performance to the that of the

various MGs we have had over the years. With an overall length of less than 14-ft., and a weight of 2300 lbs., the Cambrian has all the maneuverability of the MGs in traffic.

With a 8.3 to 1 compression ratio, the A55 uses premium gasoline and so the fuel savings aren't as much as some of the smaller engined economy cars, but with roughly 25mpg the Cambrian rates more as a well-made sedan, smaller than Detroit iron, and with handling and performance that would cause few people to hesitate to buy it as a family car after a test ride. — WRCS.

With a 8.3 to 1 compression ratio, the A55 uses premium gasoline and so the fuel savings aren't as much as some of the smaller engined economy cars, but with roughly 25mpg the Cambrian rates more as a well-made sedan, smaller than Detroit iron, and with handling and performance that would cause few people to hesitate to buy it as a family car after a test ride. — WRCS.

With a 8.3 to 1 compression ratio, the A55 uses premium gasoline and so the fuel savings aren't as much as some of the smaller engined economy cars, but with roughly 25mpg the Cambrian rates more as a well-made sedan, smaller than Detroit iron, and with handling and performance that would cause few people to hesitate to buy it as a family car after a test ride. — WRCS.

MOTORACING
3842 Westwood Blvd.
Culver City, Calif.

Entered as Second Class Matter
at Culver City, Calif.

TIME VALUE-NEWS

New Year Introductory Offer

SPECIAL!!

(For Jan. and Feb. Only)

\$1 \$1 \$1 \$1

FOR 6 MONTHS

(NEW SUBSCRIBERS ONLY)



I ENCLOSE \$

MY NAME STREET

CITY ZONE STATE

Regular Rates \$3 per year

Extra Postage Per Year; Foreign, \$1; Air Mail for U.S., Hawaii, Canada, Mexico, \$3 Extra Per Year.

Please Enter a 6-Mo. Subscription at \$1 ea. as My Gift to:

(PLEASE PRINT)

Name

Street

City Zone State

Gift Card

to read "From"

Name

Street

City Zone State

Gift Card

to read "From"

Name

Street

City Zone State

Gift Card

to read "From"

Name

Street

City Zone State

Gift Card

to read "From"

MOTORACING

1/23/59

P. O. BOX 1127, PHONE
CULVER CITY, CALIF. NO. 4-1557